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BASIC IMAGERY
INTERPRETATION
REPORT

NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

HA-ERH-PIN AIRFRAME PLANT
PING-FANG 122

25X1

STRATEGIC WEAPONS INDUSTRIAL FACILITIES
CHINA
SEPTEMBER 1974

[redacted]

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INSTALLATION OR ACTIVITY NAME					COUNTRY
Ha-erh-pin Airframe Plant Ping-fang 122					CH
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
NA	45-35-40N 126-39-30E				

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MAP REFERENCE

DMA. USATC, Series 200, Sheet 0283-18, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
	NA

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ABSTRACT

1. The Ha-erh-pin Airframe Plant Ping-fang 122 is one of the five major airframe plants in China. The plant produces the Chinese version of the Soviet HOUND (MI-4) and possibly the BEAGLE (IL-28).

2. An indigenous designed antisubmarine warfare (ASW) amphibian aircraft was identified at the plant in January 1974. This ASW aircraft, which has been given an interim designator of HARB-A, was probably designed and manufactured at Plant 122.

3. The plant contains 56 major buildings/structures with a total of 2,834,350 square feet of floorspace.

4. This report contains a location map, annotated photographs, and mensural and chronological data.

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FIGURE 1. LOCATION OF HA-ERH-PIN AIRFRAME PLANT PING-FANG 122

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INTRODUCTION

5. The Ha-erh-pin Airframe Plant Ping-fang 122 is one of the five major airframe plants in China. It is 10 nautical miles (nm) south of Ha-erh-pin in Heilungkiang Province and approximately 230 nm from China's northeast border with the Soviet Union (Figure 1). The plant is contiguous with Ha-erh-pin Aircraft Engine Plant Ping-fang 120 [redacted] and probably jointly shares operational support facilities within the complex. Both plants are adjacent to the south side of the Ha-erh-pin/Ping-fang-tien Airfield [redacted] 25X1 25X1

6. Plant 122 is producing the HOUND (MI-4), a medium multipurpose helicopter and possibly the BEAGLE (IL-28), a light tactical bomber; both are older Soviet designs.

7. A new ASW amphibious aircraft, HARB-A, was identified at the plant in January 1974. If successful during flight testing, the HARB-A will probably be manufactured at Ha-erh-pin. Although there is available land for additional plant expansion on the opposite side of the adjacent airfield, there is no evidence of a new construction program at the plant.

BASIC DESCRIPTION

8. The Ha-erh-pin Airframe Plant 122 encompasses an area of 233 acres and contains 56 major buildings/structures and several small support buildings. The major buildings include a large final assembly building, four large subassembly buildings, two large shop buildings, a large steamplant, and administration/engineering facilities. The final assembly building (item 28, Figure 2 and Table 1), the largest structure in the plant complex, houses approximately one-quarter of the plant's total floorspace.

9. The functional distribution of floorspace in the plant is presented in the following tabulation.

Function	Floorspace
Production/shop	1,882,982
Engineering/administration	253,064
Warehouse/storage	123,584
Support/utility	574,720
Total	2,834,350

Test and Flyaway Field

10. The Ha-erh-pin/Ping-fang-tien Airfield serves as the test and flyaway airfield for Plant 122. The airfield has a 7,230- by 230-foot east-northeast/west-southwest [redacted] serviceable concrete runway with two end-connecting links and a parallel taxiway. Parking facilities consist of two large concrete parking aprons, ten concrete hardstands, five helicopter pads, and an aircraft test revetment. Additional parking is available on the graded-earth crossover link near the west end of the runway. The grass area adjacent to the parking ramp on the north end of the parallel taxiway is also used for helicopter parking. 25X1

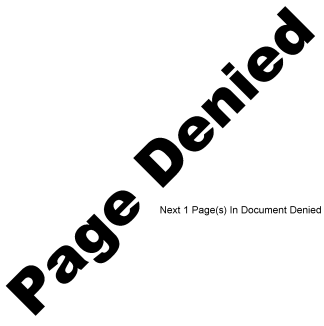
11. A taxiway extends from the west end of the runway to a probable aircraft checkout facility. This facility consists of an L-shaped building, a small heating plant, and a concrete aircraft parking ramp.

12. The airfield is equipped with a ground control approach (GCA) site. No other landing aids were identified.

Production

13. Photography indicates that Plant 122 was producing the HOUND as early as May 1965 and the BEAGLE began to appear in numbers in 1966. The number of HOUND and BEAGLE seen at Plant 122 reached a peak in the last half of 1971. The high count of BEAGLE was 31 on [redacted] 25X1
[redacted] and the high for HOUND was 71 on [redacted] The BEAGLE inventory 25X1
dropped steadily during 1972, reaching a low of one aircraft in November of that year. It fluctuated between one and five until May 1973, when ten BEAGLE were observed. Since that date the inventory has gradually increased with 28 BEAGLE present on [redacted] the date of the latest clear 25X1
photography.

(Continued p. 5)



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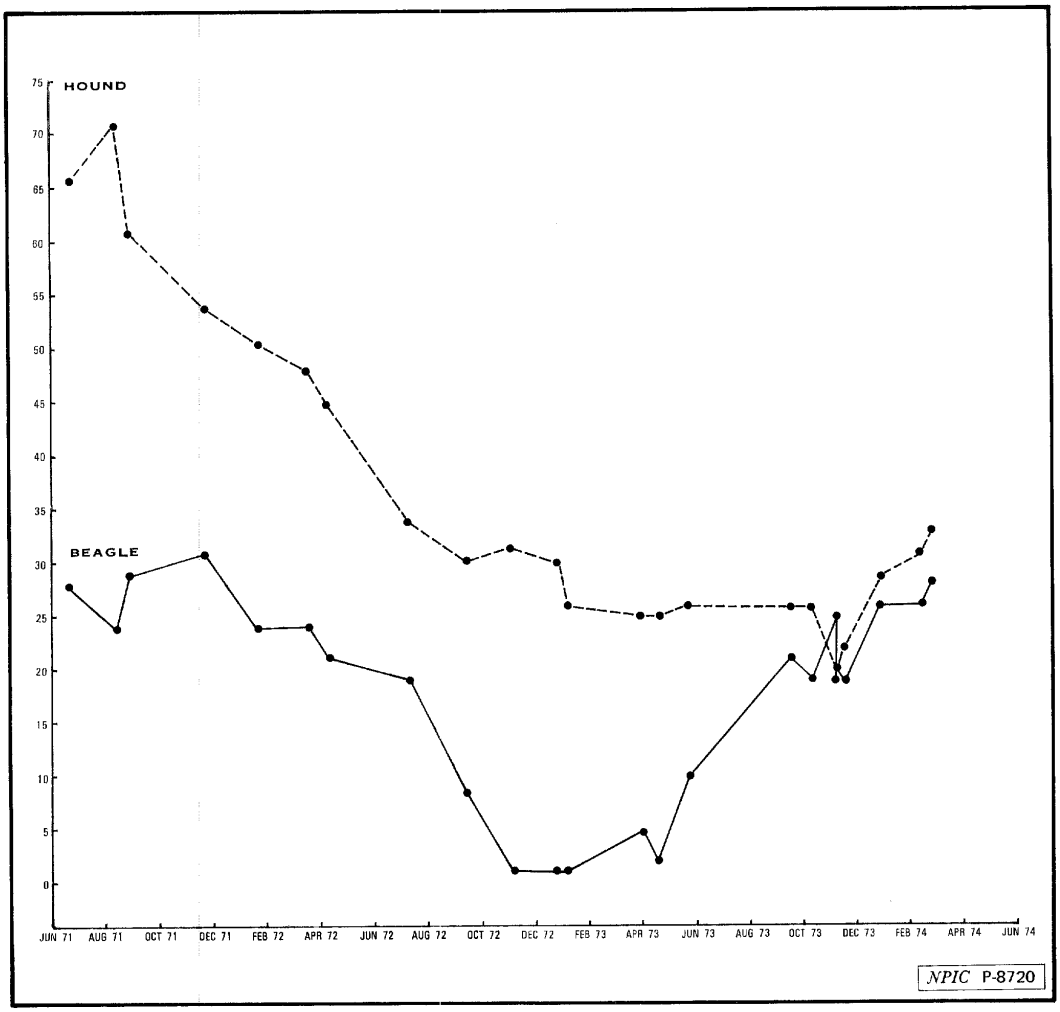
14. The HOUND inventory at the plant follows a similar pattern; it declined steadily after reaching its high point in August 1971. This decline leveled off in January 1973, remaining in the mid-20s throughout 1973. Thirty-three HOUND were present in February 1974. The following graph illustrates the number of BEAGLE and HOUND observed at the Ha-erh-pin Airframe Plant 122 since June 1971.



15. A new ASW amphibian was first observed in January 1974. The aircraft was parked on a ramp in front of the final assembly hall. It is an indigenous design and appears to be a replacement for the aging MADGE (BE-6), currently China's only amphibian. This aircraft has been given the interim designation of HARB-A. A recent NPIC report[1] gives a photographic analysis of the HARB-A.

Chronology

16. Plant 122 was operational and essentially complete when first seen on satellite photography of [redacted] 25X1

17. No new construction was observed until April 1970, when an additional section (item 52c) was completed on the multiwinged shop building (item 52). Footings for this construction were present in June 1962.

18. In July 1971, construction had started on the probable aircraft checkout facility at the airfield. The probable aircraft checkout support building (item 1, Figure 3) was complete in January 1973 and its concrete aircraft parking ramp was complete in February 1974. A water reservoir and a water tank (items 48 and 49, Figure 2) were built near the steamplant (item 38) by January 1973.

(Continued p. 7)

Table 1. Function, Dimensions and Construction Chronology at Ha-erh-pin Airframe Plant Ping-fang 122, China (Keyed to Figures 2 & 3)

Item	Function	Dimensions (ft)* L	W	H	Floorspace (sq ft)	Date Considered Complete**	Remarks
1	Prob aircraft checkout support bldg					Jan 73	
2	Shop bldg					Jun 62	
3	Prob bldg ucon						Footings seen Nov 73
4	Shop bldg					Jun 62	
5	Unid structure						Present Jun 62; not included in floorspace
6	Vehicle shed					May 65	
7	Baseflight operations					Jun 62	Control tower [redacted]
8	Flight maintenance hanga						
	a Hangar section					Jun 62	
	b Shop section					Jun 62	
9	Prob bldg ucon						Footings first seen Sep 67
10	Shop bldg					Jun 62	
	a					Jun 62	
	b					Jun 62	
11	Shop bldg					Jan 62	Main area [redacted]
12	Water reservoir					Jun 62	
13	Shop bldg					Jun 62	Main area
14	Flight maintenance hanga						
	a High-bay section					Jun 62	
	b Shop section					Jun 62	
15	Support bldg					Jun 62	
16-19	Storage bldgs (4)					Jun 62	
20	Electric substation					Jun 62	Measurement of control bldg
21	Admin bldg					Jun 62	
22	Admin/engineering bldg						
	a					Jun 62	
	b					Jun 62	
23	Admin/engineering bldg						
	a					Jun 62	3 stories
	b					Jun 62	3 stories
	c					Jun 62	3 stories
24	Admin/engineering bldg					Jun 62	2 stories
25	Shop bldg					Jun 62	
26	Prob bldg ucon						Footings first seen Nov 73
27	Subassembly bldg						
	a					Jun 62	
	b					Jun 62	
	c					Jun 62	
28	Final assembly bldg						
	a Final assembly hall					Jun 62	
	b Engineering section					Jun 62	3 stories
	c Engineering section					Jun 62	3 stories
	d Final assembly hall					Jun 62	
	e Assembly section					Jun 62	
	f Engineering section					Jun 62	3 stories
29	Shop bldg					Jun 62	
30	Vehicle maintenance bldg					Jun 62	
31	Subassembly/shop bldg						
	a					Jun 62	
	b					Jun 62	
32	Subassembly/shop bldg						
	a					Jun 62	
	b					Jun 62	
33	Subassembly/shop bldg						
	a					Jun 62	Connected to item 32 by a wide passage-way
	b					Jun 62	
34	Shop bldg						
	a					Jun 62	
	b					Jun 62	
35	Shop bldg					Jun 62	
36	Shop bldg						
	a					Jun 62	
	b					Jun 62	
	c					Jun 62	
37	Prob bldg ucon						Ucon Nov 73
38	Steamplant					Jun 62	[redacted]
39	Cooling tower ucon						Razed to base Oct 69; ucon Apr 70
40	Materials receiving bldg					Jun 62	
41	Bldg ucon					Nov 73	
42	Forge/foundry					Jun 62	
43	Warehouse					Dec 66	Ucon May 65
44	POL control bldg					Jun 62	
45	Shop bldg					Jun 62	
46	Support bldg					Jun 62	
47	Support bldg					Jun 62	
48	Water reservoir					Jan 73	Ucon Mar 72; surface area 20,996
49	Water tank					Jan 73	Ucon Mar 72
50,51	PUG POL tanks (2)					Jun 62	
52	Shop bldg						
	a					Jun 62	
	b					Jun 62	
	c					Apr 70	2 stories; footings present Jun 62; construction restarted Jun 69
53	Admin bldg					Oct 73	Prob materials accounting office ucon Sep 72
54	Transshipment bldg					May 65	
55	PUG POL tank					Dec 66	
56	Transshipment bldg					Jan 71	Ucon Apr 70

[redacted]

19. Footings for four probable buildings are present in the plant. One (item 9) was first seen in September 1967; the others (items 26, 37, and 41) were seen in November 1973. There is no additional indication of further plant expansion.

Essential Services

20. Plant 122 is served by both road and rail. A network of good roads interconnects the plant facilities and an all-weather road extends from the plant to the city of Ha-erh-pin. A rail spur from the main rail system enters the plant from the north and serves the materials receiving building (item 40) and its nearby storage area. Coal for the steamplant is off-loaded directly from a second branch of the rail spur which parallels the west boundary of the plant. This steamplant, complete with water tower, cooling pond, and coal conveyor system with a coal treatment section, is large enough to support the needs of Plant 122.

21. A separately secured electric substation (item 20) contains two control buildings, switching equipment, and several large transformers.

Security

22. A masonry wall encompasses most of the outer perimeter of the airframe plant. A wire fence with wood or masonry posts secures the area adjacent to the flight line and west section of the plant.

23. The main entrance is on the west side of the plant, near the main administration/engineering building (item 23). This entrance provides vehicle/pedestrian access to and from the city of Ha-erh-pin. A security building monitors this entranceway. The two entrances from the housing areas are monitored by guard posts. There is free access on the interior roads that lead to the adjacent aircraft engine plant. No special security measures, such as multiple fencing or guard towers, were observed at the plant.

REFERENCES

IMAGERY

MAPS OR CHARTS

DMA. US Air Target Chart, Series 200, Sheet 0283-18, scale 1:200,000

DOCUMENT

1. NPIC PIR-017/74, *New ASW Amphibian Aircraft at Ha-erh-pin Airframe Plant Ping-fang 122, China* (TOP SECRET

REQUIREMENT

COMIREX J02
Project 250087

Comments and queries regarding this report are welcome. They may be directed to Scientific Division, Imagery Exploitation Group, NPIC, code 143.

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